

**DATES:** As of June 27, 2017, the special conditions published on October 31, 2014, at 79 FR 64666, are withdrawn.

**FOR FURTHER INFORMATION CONTACT:** Tara Fitzgerald, ANE-112, Engine and Propeller Directorate, Aircraft Certification Service, 1200 District Avenue, Burlington, Massachusetts, 01803-5213; telephone (781) 238-7130; facsimile (781) 238-7199; email [Tara.Fitzgerald@faa.gov](mailto:Tara.Fitzgerald@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

On April 19, 2011, SNECMA, now known as Safran Aircraft Engines (SAE) applied for a new type certificate for the Silvercrest-2 SC-2D engine model. At that time, the Silvercrest-2 SC-2D engine model was to have a novel or unusual design feature when compared to the state of technology described in the airworthiness standards for aircraft engines. The design feature included an additional takeoff rating for the Silvercrest-2 SC-2D engine model, named "Rated 10-Minute One Engine Inoperative Takeoff Thrust at High Ambient Temperature" (Rated 10-Minute OEI TOTHAT). It was intended to maintain the takeoff thrust in certain high ambient temperature conditions for a maximum of 10 minutes with one engine inoperative (OEI).

**Reason for Withdrawal**

The FAA is withdrawing Notice No. 33-014-01-SC because of concerns raised over the sufficiency of the "Rated 10-Minute OEI TOTHAT" special condition to meet the Automatic Takeoff Thrust Control System (ATTCS) design requirement specified in Title 14, Code of Federal Regulations (14 CFR) part 25, section 125.5(b)(2).

The proposed takeoff rating was for use during OEI events that occur during takeoff in high ambient temperature conditions, up to 5 degrees Celsius hotter than the rated takeoff corner point. The assumptions for this rating are no longer valid and the "Rated 10-Minute OEI TOTHAT" is not needed.

**Conclusion**

This withdrawal does not preclude the FAA from issuing another notice on the subject matter in the future or committing the agency to any future course of action.

Issued in Burlington, Massachusetts, on June 13, 2017.

**Carlos A. Pestana,**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 33**

[Docket No. FAA-2014-0376; Notice No. 33-014-01-SC]

**Special Conditions: SNECMA, Silvercrest-2 SC-2D; Rated 10-Minute One Engine Inoperative Takeoff Thrust at High Ambient Temperature; Withdrawal**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions, withdrawal.

**SUMMARY:** The FAA is withdrawing previously published special conditions for the Silvercrest-2 SC-2D engine model. We are requesting the withdrawal because the "Rated 10-Minute One Engine Inoperative Takeoff Thrust at High Ambient Temperature (Rated 10-Minute OEI TOTHAT) is not needed.

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**Carlos A. Pestana,**

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**DEPARTMENT OF COMMERCE**

**National Institutes of Standards and Technology**

**15 CFR Part 290**

[Docket No.: 170526519-7519-01]

**RIN 0693-AB64**

**Hollings Manufacturing Extension Partnership—Amendments to the Terms and Schedule of Financial Assistance**

**AGENCY:** National Institute of Standards and Technology (NIST), United States Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** NIST is issuing a final rule to amend the regulations governing the Hollings Manufacturing Extension Partnership (MEP) program to reflect the current cost sharing requirements for cooperative agreements for the establishment and operation of MEP Centers, consistent with recent amendments to the MEP authorizing statute. Under the revised statute, NIST may provide up to 50 percent of the capital and annual operating and maintenance funds required to establish and support an MEP Center. The regulations are also being amended to remove other cost sharing rules that are not required by the MEP authorizing statute or current program policies.

**DATES:** This rule is effective June 27, 2017.